contractual and temporary material shortage problems etc. Regular coordination meetings are held by DDA at various levels with all concerned agencies for provision of basic amenities in these flats.

(c) D.D.A. has reported 119 such cases.

(d) Presently there is no proposal under consderation to pay market rate of interest to such persons.

Implementation of Kelkar Committee Recommendations

*34. SHRI MOHAN RAWALE :
SHRI K.C. KONDAIAH :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Board of Indian Airlines has sought faster implementation of the Kelkar Committee recommendations;

(b) if so, the reaction of the Government thereto;

(c) when the Kelkar Committee report was submitted to the Government;

(d) the salient features of the recommendations made by the Kelkar Committee; and

(e) the reasons for delay in implementing these recommendations ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATRAJAN) : (a) to (e) Yes, Sir. The Kelkar Committee had submitted its report to the Government in December'96. The main recommendations of the Committee are as under :

(i) Financial restructuring, which includes capital injection of Rs.922 crores in the form of compensation, subordinated loan, equity, and contribution by Indian Airlines and its employees.

(ii) Fleet Planning.

(iii) Route Rationalisation.

(iv) Organisational Restructuring.

(v) Human Resource Management.

A sub-committee headed by Principal Advisor (Transport), Planning Commission was immediately constituted by the Govt. in Janaury,97 to go through the recommendations of the Kelkar Committee and suggest possible measures for its implementation.

As the turn-around strategy involves a large amount of financial contribution, the matter was taken up with Ministry of Finance and Planning Commission supported the draft Note for the Cabinet Committee on Economic Affairs (CCEA), the Ministry of Finance forwarded the same to the Controller General of Accounts (CGA) for examination. On the basis of the CGA report submitted on 23.10.97, the Ministry of Finance is yet to furnish their final views in the matter.

Hike in Railway Freight Charges

*35. SHRI CHANDRABHUSHAN SINGH:
SHRI SATYAJIT SINH DULIPSINH GAEKWAD:

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have recently hiked freight charges and withdrawn subsidy on essential commodities;

(b) if so, details thereof alongwith the reasons therefor;

(c) the additional revenue to be earned per annum therefrom;

(d) whether inspite of the hike in freight charges Railways are still facing shortage of funds;

(e) if so, the details thereof and the steps taken by the Government to meet the shortage of funds;

(f) whether due to this increase, railways is likely to loose its freight movement to road; and

(g) if so, the measures adopted to increase freight movement ?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) to (c) Yes, Sir. Adjustment of freight rate of selected comnodities has been made w.e.f.15.10.97. The freight rate of coal has been increased by an average of 3.6 percent for all distances. In addition, the freight rates of (i) Chemical Manures,(ii) Hydrogenated oils, (iii) Oil Vegetables Refined, (iv) Fruits & Vegetables,(v) Edible Oils, (vi) Livestock ,(vii) Organic Manure, (viii) Fodder other than oil cake, (ix) Oil seeds, (x) Kerosene, (xi) LPG,(xii) Sugar and (xiii) Foodgrains were revised by partially withdrawing concession enjoyed by these commodities in the past. The adjustment in tariff rates has become necessary to meet the burden of additional expenditure imposed on the Railways due to hike in fuel price and also implementation of Fifth Pay Commission's recommendations. The estimate of additional revenue to be generated from these revisions is Rs.526 crores per annum.

(d) and (e) Besides the hike in freight chagres, the railways are taking various measures to augment earnings and to control expenditure, as a result of which there is no likelihood of any shortage of funds.